

REMARKS

Claims 1-34, 38 and 42 remain pending. Reconsideration is respectfully requested.

A certified copy of the priority document (GB 0 311 495.6) is being submitted herewith.

Claims 1, 17, 24-29, 38 and 42 were rejected under 35 U.S.C. § 102(b) as anticipated by Roycroft (U.S. Patent No. 6,855,017). Independent claims 1 and 29 have been amended slightly to more succinctly claim the invention. More particularly, the positioning of the intake is now specified as being located in the planing hull surface as is described in the specification at for example page 8, line 35 and as is shown in the Figures. This clearly distinguishes the cited reference which is completely silent as to the positioning of the fluid inlet let alone a minimum thrust to intake length ratio. As was set forth in the specification at page 1, line 30ff, an amphibious craft presents unique problems and considerations both in terms of performance and packaging requirements. The claimed minimum thrust to intake length ratio has not heretofore been achieved let alone taught for a packaging arrangement wherein the jet drive is positioned within the hull wherein the intake is thereby necessarily positioned in the surface of the hull. It is respectfully submitted that anticipation is therefore effectively avoided.

Similarly, with respect to independent claim 29, it has not previously been suggested that the in-hull packaging of jet drive in an amphibious vehicle, which necessarily implies a longer conduit for the jet drive, requires such a large diameter impeller in order to adequately address the problems associated with such a craft. Such considerations are set forth in the specification and include cavitation (page 5, line 15), speed matching during ingress and egress from water (page 5, line 20), and the packaging of the mid- or rear-engined powertrain (page 3, line 29). It is therefore respectfully submitted that anticipation is therefore effectively avoided.

Moreover, it is respectfully submitted that the claimed ratios, ranges and values are not mere design choices, but rather, represent non-obvious values that had unexpectedly been found to provide a jet drive that is particularly well suited for an amphibious vehicle. A conventional jet drive is incapable of matching the jet drive of the present invention in terms of performance both in water and on land, the transitioning therebetween, nor even protection from crash damage (page 4, line 10). Positioning the jet drive completely within the vehicle's hull raises problems that are not even considered in the adaptation of conventional jet drives to amphibious vehicles. Consequently, the solutions thereto, let alone the specific solutions claimed herein cannot reasonably be considered obvious.

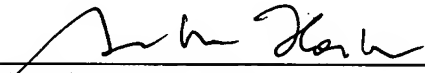
Claims 2-16, 18-23 and 30-34 were rejected under 35 U.S.C. § 103(a) as obvious over Roycroft (U.S. Patent No. 6,855,017). In light of the non-obviousness of the underlying claims as was argued above, it is respectfully submitted that all claims depending therefrom similarly avoid obviousness. Moreover, claimed ratios, ranges and values that are specified in the rejected claims are not in any way suggested by the teachings of the prior art.

In light of the above amendments and remarks, applicants earnestly believe the application to be in condition for allowance and respectfully request that it be passed to

issue. The commissioner is authorized to charge any deficiencies in fees or credit any overpayments to our Deposit Account No. 06-2425.

Respectfully submitted,

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